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VOL. XXVII. NO. 2

PORPSMOUTH, N. H., MONDAY SEPTEMBER 25, 1911

The Portsmouth Daily Republican merged
with THE HERALD July 1, 1902

PRICE TWO CENTS.

ROAD EXPERT'S REPORT

The Governor Makes Report of
Mr. Hoyt of Washington
Public

The Report Deals In Present Condition of
State Roads

The report of the government expert, Charles H. Hoyt, a native of New Hampshire Superintendent of state roads, who last month made a detailed inspection of our state highways, has recently been received.

In company with the governor, members of the council, state engineer and others, two weeks were spent by him in the work of examination, during which numerous photographs, samples of material, censuses, etc.,

of maintenance. In some cases gravel roads were better just after the rain than a week later, showing weather has an effect on this kind of construction.

New Hampshire has many miles of gravel road, a few miles of native stone macadam, some of trap rock macadam, a part of which has been treated with bituminous surface. A little bituminous macadam has also been built.

The use of gravel should be rational. It is not practical for some highways where traffic is too severe and suitable gravel is not handy. Gravel may abound throughout the state, but everything that bears the name of gravel is not suitable for high construction. Most of it is too sandy. Sometimes the stones are too large. Coarse and fine material must be well distributed. A gravel tuft is too sandy, but otherwise good, can be made into a good road, possibly by removing a part of the sand and by adding a small amount of suitable clay and thoroughly mixing it with the sandy gravel. An inch of clay has been spread over gravel and this layer covered with more gravel and rolled. But this is only a thin crust.

Three inches of clay, ploughed and harrowed with the gravel is better. Thorough mixing is important and the proper proportions can be determined by trial. This type of construction is practical where the traffic is moderate.

Bulletin 311, Sand Clay Roads, is

sued by U. S. Office of Public Roads, describes this road in detail and may be had free of charge.

The gravel can be screened to get the right proportions. Most of the gravel banks he saw needed to be crushed and screened. Of course a gravel road should not be built where suitable quality of local stone is available.

It requires as much skill to build a gravel road as one of macadam. To spread gravel correctly requires ability. Many roads have humps and hollows, because the gravel was not spread evenly. A string should be stretched and a dumping board used. An iron rake is indispensable.

Native Stone Macadam
Once native stone would not have

(Continued on page five.)

400 Sailors Killed

The French Battleship
Liberty Was Destroyed
This Morning by an
Explosion

Toulon France, Sept. 25.—The battleship Liberty was blown out of the water this morning by an explosion and over 400 sailors killed. Twenty members of the crew of another ship were killed by the explosion.

BATTLESHIP BLOWN UP ITALY'S GRASP IS ON TRIPOLI

Forces Landed at Three Points
on the Coast

Turks Capture a Liner

Entire Italian Fleet and an Army of
60,000 Moving

Rome Sept. 24.—The Italian government is moving rapidly with determination in the matter of an Italian protectorate over Tripoli. Its plans are no longer concealed and its attitude is favored by all classes except the advanced section of the socialists, who threaten to call a general strike in the event of hostilities. Although it does not attach much importance to this threat, the government which is acting with the greatest prudence in every way, has decided to call to the colors 112,000 reservists so as to be prepared for all emergencies, both at home and abroad.

According to the information in official circles, the government still hopes to effect an amicable arrangement with Turkey, whereby Italy will secure a lease of Tripoli under the sovereignty of Turkey, and pay therefor an annual rental. If Turkey definitely refuses to meet this proposal, Italy will proceed with military measures.

The government is prepared to meet an aggressive measure by Turkey, such as attacks upon the lives and property of Italian subjects in Turkey. In such cases, it is under-

COMING MEETINGS OF MINISTERS' ASSOCIATION

The Ministers' Association meets on Oct. 9 and Rev. L. L. Harris of Greenfield will be the speaker. On Nov. 27, upon invitation of the Dover association, they will join in an all day session with Dover association at Dover. Rev. C. H. Emmons will deliver the morning address.

WANTED—A woman to do cleaning four hours a day. Apply at this office.

s25/bc4f

FAST TRAIN RAN INTO A HAYRACK

Neenah, Wis., Had Appalling
Accident Yesterday

Thirteen Met Slaughter

Neenah, Wis., Sept. 25.—Thirteen persons are dead, three others are dying and five are seriously hurt as the result of a fast train on the Chicago and Northwestern railroad running into a hayrack on which a party of thirty-one merrymakers were returning from a celebration today.

A big billboard beside the railway track obscured the view from the locomotive as well as from the wagon. Dust and fog were contributory causes to the tragedy. Nine members of the party escaped without a scratch. Nobody on the train suffered except from a severe jar.

The collision occurred at 3:40 a.m., at the Commercial street crossing here. Train No. 121, northbound, whirled through the wagonload of singing and happy unfortunates who were returning from the Peter Hanson farm, where they had gone to attend the celebration of a wedding anniversary.

All but two, who were Chicago men, were residents of Menasha.

Armless, legless and headless corpses covered the right of way as the train, nine coaches in length, was brought to a stop 800 feet from the scene of the accident. Several of the bodies were so badly mangled that identification was possible only by fragments of clothing. Six bodies were discovered on the engine pilot and two other bodies hurled through a flagman's shanty with such force as to overturn the structure.

TRAIN SHOULD BE KEPT ON

The Herald man while at the railroad station this morning counted no less than 50 passengers alighting from the first Boston train to this city. This is some evidence which the railroad should consider in the matter of giving Portsmouth this early train the year around. Since the big ships of the navy have made Portsmouth their home port passenger traffic between here and Boston has largely increased and this is one of the trains mostly patronized. There are several other reasons why this train due here at 8:05 in summer should be run the same in winter.



Don't Miss Our Great
6 Day Sale on

PIANOS

D. H. McINTOSH

Furniture
Store

We have decided to close out all our sample pianos and pianos we had rented for the season. These Pianos are all in good condition and strictly high grade, and it is a chance of a lifetime.

- 1 Conway, new, was \$350.00 now \$150.00
1 Cote, slightly used, was \$250.00 now \$165.00
1 Martin Brothers, slightly used, \$300.00 now \$150.00
1 Esty, sample, was \$450.00 now \$289.00

Lot of other styles.

Come in.

D. H. McINTOSH

Cor. Fleet & Congress Streets, Portsmouth

NECKWEAR DEPARTMENT

NEW SILK GIRDLES made of Cord with Tassel, Jet, 50c to \$2.25
Silk Cord and Crystals

Geo. B. French Co

THE BIG STORE WITH THE BIG VALUES

SCHOONER ASHORE AT RAILROAD WHARF

Five Masted Schooner Fannie Palmer put on Flats by Tug Cumberland--Towing War On.

The five masted schooner, Fannie Palmer, of the J. S. Winslow & Co. fleet, was on the mud flats on the north side of the B. & M. R. R. coal wharf Saturday night, being floated high water Sunday.

The schooner's going ashore due to the towing dispute that now exists between the Piscataqua Navigation and the flats, so hard that all efforts to company, which does the towing in budge her failed and as the tide was falling she remained fast until Sunday forenoon at high water.

rates. The company refuse to pay the rates asked by the local boats, and as a result have sent up their own tug from Portland to tow up their fleet. This is the third job of towing the company's tug has done and out of the three two were put ashore. The five masted schooner, Rebecca Palmer, was grounded on Gangway rock, and the Fannie Palmer, put in on the flats. The experience so far has been rather costly to the Winslow people.

KNIGHTS WIN LAST BALL GAME

The Knights of Columbus defeated the Riverside team of Kittery, at the play grounds on Saturday afternoon, before a crowd of 1,000 people. It was a good game, with the Kittery team making a garrison finish, but they did not come fast enough, the Knights winning by a score of 9 to 8.

There were a great many errors and an equal number of snappy plays. Thayer pitched a good game and with good support he would have been very effective. He struck out 14 men.

The score:

K. of C.	bh po a	6
Reardon, 3b, 0 0 1	3
Flannigan, 2b,	1 4 2	1
Kirvan, 1b,	1 7 2	1
O'Brien, lf,	2 1 0	0
Heffernan, c,	2 14 0	1
Mates, cf,	0 0 0	0
McWilliams, ss,	0 0 0	0
Dondero, rf,	1 1 0	0
Thayer, p,	1 0 3	1
Total,	8 27 8	7
Riversides	bh po a	6
Grant, rf,	1 0 0	0
Fisher, c,	0 7 1	1
Fields, 1b,	0 10 1	1
Caswell, 3b,	0 2 2	0
Huntton, ss,	2 3 2	1
Paul, 2b,	1 2 2	1
Pruett, lf,	0 2 0	1
Able, p,	3 0 3	1
Smart, cf,	0 1 0	0
Total,	7 27 11	6
Innings, ...	1 2 3 4 5 6 7 8 9	
K. of C.	0 0 3 0 0 5 0 1 0 9	
Riversides, ...	0 0 0 0 1 4 1 2 4 4	

Runs made by—Flanagan, Kirvan 2, O'Brien, Heffernan, McWilliams, Dondero 2, Thayer, Grant, Fisher 2, Paul 2, Pruet, Able. Three base hits—Kirvan. Home runs—Heffernan, Paul. Stolen bases—Dondero, Fisher, Able. Base on balls—by Thayer 3; by Able 4. Struck out—by Thayer 14; by Able 7. Sacrifice hits—Kirvan. Double plays—Flanagan and Kirvan; Caswell and Fields. Hit by pitched ball—O'Brien, Heffernan, Dondero. Wild pitches—Thayer 3, Able 2. Passed balls—Heffernan, Fisher. Umpire—George Woods. Time—1h 50m.

GRANDMOTHERS USED SAGE TEA

To Darken the Hair and Re-store Gray and Faded Hair to Its Natural Color

It is easier to preserve the color of the hair than to restore it, although it is possible to do both. Our grandmothers understood the secret. They made a "sage tea," and their dark, glossy hair long after middle life was due to this fact. Our mothers have gray hairs before they are fifty, but are beginning to appreciate the wisdom of our grandmothers in using "sage tea" for their hair and are fast following suit.

The present generation has the advantage of the past in that it can get a ready-to-use preparation called Wyeth's Sage and Sulphur Hair Remedy. As a scalp tonic and color restorer this preparation is vastly superior to the ordinary "sage tea" made by our grandmothers.

This remedy is sold under guarantee that the money will be refunded if it fails to do exactly as represented.

If your hair is losing color or coming out start using Wyeth's Sage and Sulphur today, and see what a change it will make in a few days' time.

This preparation is offered to the public at fifty cents a bottle, and is recommended and sold by all druggists.

G. E. Philbrick, Special Agent, Congress Street.

Advertising in the Herald.

QUILTING PARTY ELECT OFFICERS

The annual meeting of the Helen Seavey Quilting Party was held on Saturday at the home of Mrs. W. O. Jenkins on State street.

There was a good attendance, and no literary program was given.

The officers were elected as follows:

President, Mrs. F. S. Towle; vice-president, Mrs. J. G. Parsons; secretary, Mrs. W. O. Jenkins; treasurer, Mrs. M. F. Wentworth; auditor, Mrs. W. W. Odiorne; chaplain, Mrs. John Scales; historian, Mrs. H. I. Durgin; board of managers—Mrs. O. L. Friesche, Mrs. W. O. Jenkins, Mrs. G. D. Whittier, Mrs. C. A. Towle, Mrs. Wm. H. Smith, Mrs. Horace Seaward, Mrs. Horace Massey.

PEOPLE'S OPINIONS

Editor Herald:—

Your eyes, Secretary Meyer, your eyes. There is an old, but very true saying that there is none so blind as he who will not see.

We read now, promptly following the arrival from Europe of the distinguished head of the Navy Department, more of the old, old, story of the doing away with certain navy yards and the contemplated aggrandizement of certain others—to wit; those at Charlestown and Brooklyn.

Wealthy in his own right, a member of the inner circles of the elite of "Society," can it be that the secretary lends a willing ear to the gold laced navy men, (few though they be,) who to gratify their passion for the frivolities of the fashionable centre of large cities would stultify the interests of the establishments they should honor?

Secretary Meyer has had a deal of foreign travel. He went abroad to study the naval establishments of the great powers. He has had an opportunity to learn much of the inner workings of the naval policies of Great Britain and its great rivals on the continent.

It he has not been blinded by the glitz and glitter of public functions, at which he has been a welcome guest, he has learned that the big commercial centres abroad are not troubled with navy yards and that the business interest are more concerned with the building up of their ports for commerce than with efforts to make their cities brilliant social centre for naval officers and officials.

Charlestown and Brooklyn are to be the great naval station Secretary Meyer promises. I have said before and I repeat here, that no man gifted with common sense and business acumen, and willing to use both car stand up and honestly advocate the taking of great commercial centres for naval purposes at the enormous expense entailed. A man who proposes such a plan is promptly stamped, and properly, as one with no eye to the future.

The sites of the navy yards at Charlestown and Brooklyn are worth millions for commercial purposes, while at Portsmouth and New London are opportunity to grow at a little of the costs.

Here, with the enormous sums that could be obtained by the sale of the Charlestown and Brooklyn yards, could be developed naval stations that would surpass the greatest in Great Britain or Europe.

And against this obvious business proposition, what do we find weighing? Only a dog in the manger policy on the part of certain people whose idea of social advantages outweighs with them commercial advancement and prosperity of their city, and who if given "Society" enough would allow grass to grow in their streets and the social yearnings of certain naval officers, whose tastes are more in common with the "hop" of society than with the "pop" of big guns.

Can any one who has ever visited

Portsmouth and looked over its yard

honestly stand up and say that it is

not "The" site for Uncle Sam's greatest establishment?

The mud thrown at Portsmouth and its yard comes from those who have never seen, alighted and abetted by frivolity-seeking naval men, who are willfully blind.

Let us consider every port on the Atlantic coast, with the problem of a crippled Dreadnaught, drawing in her crippled condition over forty feet of water seeking admittance.

Is there a port beside Portsmouth which she could enter? Not one! Yet at Portsmouth, she is only able to come up to the Navy Yard, but could continue five miles up the Piscataqua river above the yard, to Dover Point, without the slightest trouble on account of draught, even if it latter was more than fifty feet.

If the draw in a bridge half a mile above the navy yard was broadened sufficiently to permit the giant warship to pass through.

This bridge, however, is to be done away with at some time, we have been promised and replaced with another further up the river. This prospect, held before our eyes now for several years as a near certainty, seems to be failing into indefinite future through an attempt on the part of the railroad officials to secure authority to transfer funds authorized to be raised for its construction to pay for work in Massachusetts.

Let us delegation of Boston business men visit Portsmouth, see its spacious harbor and inspect its navy yard and the delegates will become convinced that here is the nucleus for the ideal naval station.

Here, besides the immense dry dock hewn from solid rock, the finest dock in the world is another site, between Clark's Island and the Navy Yard, where another dock of the same kind double in size, capable of taking in warships of a draught of fifty could be built at minimum expense. And there are a dozen other sites for docks that could be used.

Scores of acres of vacant land, already owned by government are available for the development of the yard at a cost only of the improvement thereof.

There seems to be a great tribulation just now, about the upbuilding of Boston. But in making his plans for this upbuilding, the Bostonese seems unable to look beyond the nose on his face.

"We in the suburbs have been inclined to look upon Boston as New England—it's hub at any rate, yet the Boston man seems inclined to centre himself in the narrow confines of the "Little Boston" and let the devil take care of "Greater Boston" that should have been years ago.

And it is the self-concentrated, selfishness of certain Boston people which has prevented its expansion as fast as it should have developed and which are today clogging the whole of its progress.

Yet, if the business interests of the metropolis of New England were forced to depend entirely on the trade of "Little Boston," the big stores of which Boston boasts would be fewer and much smaller, for the "country man" has played no small part in their development.

And, if they were forced to depend on the patronage of such families of wealth as even now send their laundry to New York City from Boston, the business interests would starve.

The merchants of the smaller outside communities patronize Boston and replenish their stock there.

The money of the outside communities gravitate to Boston and makes for its prosperity. To aid these communities to grow and develop is to develop Boston—a greater Boston in reality.

Portsmouth fifty eight miles from State House is not so far away from the Hub that it cannot be classified as a suburb. Were it in relative position to Chicago, it would be almost a part of the city itself.

Boston "Chamber of Commerce" should consider this well.

It delegation went abroad to study conditions there and form plans for the advancement of Boston's commerce.

Did the delegates find any cities there playing the dog-in-the-manger policy and prospering? Did the delegates find costly commercial sites being monopolized by navy yards? Does the Boston Chamber of Commerce want to lift its eyes beyond the narrow confines of "Little old Boston" and have Boston become what it could be: New England in reality?

To secure the co-operation of New England, Boston must be considerate of New Englanders—those living outside of the twenty-three wards that those John F. Fitzgerald as chief magistrate.

New England wants Boston to become a great commercial centre and New England likewise believes in reciprocity. Let the Bostonese practice it. To become the great metropolis that it should be Boston must aid its suburbs to develop and grow. It needs prosperous environs and these can be obtained in a great measure only through its aids.

Portsmouth stands ready and willing to put its shoulder to the wheel for Boston. Is Boston ready to boost for Portsmouth and aid in its development?

Boston's Chamber of Commerce delegates undoubtedly learned much in their visit to eastern cities; they got more good points in the visit to Chicago.

Let them continue these trips, making them to New England cities, and it seems certain that welding of community interests will follow.

JOHN PENDER,
Portsmouth, N. H., Sept. 25, 1911.

If, as it has been conclusively demonstrated, that it is good business for the dealer to have these delicious ales on tap, how much better is it for you to get the greatest value for your money, and call for your ale by the name-FRANK JONES.

Sold at the sign of the shield.
Frank Jones Brewing Company, Portsmouth, N. H.

ARMY AND NAVY UNIFORMS

We are now prepared to submit for your Examination our most recent Importations for Fall and Winter and feel satisfied that they will merit your "Seal of Approval".

Come in and look them over. Remember our reputation is at stake on every garment that we make. Yours for perfect satisfaction.

TAILOR TO MEN

CHAS. J. WOOD 15 PLEASANT ST.

OUR WAY
Of Making Beer and Ale

Is to use the best Malt that money can buy and the best Hops in the world. Brewed by a master in the art of brewing, the purity, sparkling life, and delicious flavor of the Eldredge products have made friends everywhere.

Hoppy, Full Flavored, Smooth and Mellow

LANTERNS!

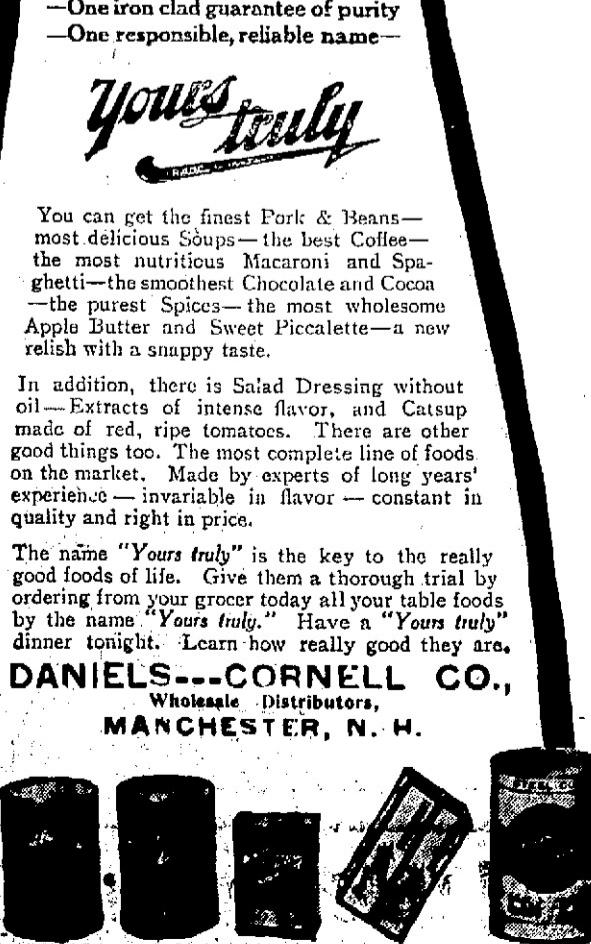
All Descriptions, at Prices from 25c to \$5.00.

A. P. WENDELL & CO.

12 MARKET SQUARE.

THE OLD FASHIONED WAY of making doors, dashes, blinds, etc., by hand is both slow and costly. The up-to-date builder saves both time and money by using the mill-made articles of which we show a complete variety. Stop in and see how many things, formerly made by hand, we can sell you ready to fit up.

ARTHUR E. CLARK



F. S. TOWLE, M. D.
PHYSICIAN AND SURGEON
100 STATE STREET, PORTSMOUTH, N. H.
OFFICE HOURS
From 8 A. M. to 4 P. M., 7.30 P. M.

MR. T. L. SHOWEM

He meets a sailor and buys a pet

By Ryan Walker

SHERIFFS MAKE
SUCCESSFUL RAIDSWith Solicitor Guptill Get Evidence
at Salem and Newmarket.

County Solicitor Guptill, accompanied by Sheriff Spinney, Deputy Sheriff Shaw and Deputy Marshal Hurley, made some successful raids Saturday night and Sunday and secured evidence in all cases.

Saturday night they went to Salem, N. H., where the old Webster place, occupied by Lavington Dyson, was raided. Here they found a considerable quantity of liquor and evidence of sale. As there was a trial justice handy Dyson was at once arraigned and pleaded guilty to the charge of selling liquor without a license. He

was sentenced to 60 days in jail, and fined \$25 and cost at \$50, and the jail sentence was suspended on the payment of the fine and cost and his agreeing to leave the state.

Sunday afternoon the same officers made two raids at Newmarket. At the house of Emile Cote, on Exeter street they found considerable malt and spirituous liquor and at the house of Fred Houges more stuff of sale. As there was a trial justice handy Dyson was at once arraigned and pleaded guilty to the charge of selling liquor without a license. He

QUIMBY MAKES HEROIC RESCUE

Jumps Off Wharf After Willis Hall-
well, who had Walked Overboard.

Wandering around the north end a struggle succeeded in getting him back to the landing stage.

The fellow was pretty near all in when he was pulled out on the stage, but he recovered after a time and then Mr. Quimby saw that he was incapable of taking care of himself, and he escorted him down street and turned him over to Officer Robinson. He was taken to the police station and locked up for the night.

Mr. Quimby had been away and missed the last car home and started to walk around shortly after midnight. On his way down Market street he heard cries for help coming from the water front and he quickly located them off Coleman's dock. He ran down onto the wharf and out in the dock, saw a man struggling in the water and being rapidly exhausted. Without hesitating a second he plunged into the water and in a few minutes reached the man and after

from drowning.

Mr. Quimby returned Sunday to his ship, Mrs. Ralph Haley of North Kittery is visiting relatives in Malden, Mass., for a week.

Mr. and Mrs. Allen Taylor of Pieron street, were the guests of Mrs. Taylor's sister Mrs. J. S. Whidden and family, in Exeter, over Sunday.

Mrs. Helen Johnson of Love Lane passed Sunday with friends in Exeter.

Ira Hill, wife and daughter of Bedford were the guests over Sunday of Thomas Ritchie and family, Commercial street.

Lloyd the young son of Rural Letter Carrier Ralph Haley, had the misfortune to fracture one of the bones of his leg while at play in the hallway of the Shapleigh school at North Kittery one day last week.

Mr. and Mrs. Charles A. Gerry and daughter Mildred, were the week end guests of Mr. and Mrs. Frank W. Call of North Berwick.

Mrs. John R. Dimmick of Rogers road, who has been away for several years for her health, returned to her home here on Friday last, and was most warmly welcomed by her many friends who are glad to see her back again after her long absence. She was accompanied home by Mrs. Fred Dimmick.

Mr. Joseph T. Waite is ill at her home on Rogers road.

Midshipmen Ralph Bennett of the U. S. S. Washington, who has been passing a furlough with his parents, Alexander Bennett and wife of Exeter, Mr. and Mrs. William Smart and

Mr. Walter Smart of Portsmouth were the guests of Station Agent George Smart and family over Sunday.

George D. Boult received a handsome new wagon from Concord last week for use in his coal business.

The Second Christian parsonage is in the hands of the repairers, and the carpenter work is being done by Messrs. Keene and Bowden.

The Ladies' Social Circle of the Second Christian church will have a food sale in the vestry of the church on Thursday afternoon.

There were many visitors to the navy yard yesterday, for besides the usual number from this vicinity there were five carloads of excursionists from Haverhill and nearly the same number from Saugus and towns along the line of the Atlantic Shore Line railway.

The Misses Overte and Ethel Verity of Commercial street were visitors in Eliot on Sunday.

Mark W. Paul returned Saturday from a two weeks' vacation passed at the mountains.

Mr. and Mrs. Clarence E. Prince and Mr. and Mrs. Charles E. Prince and son, Ralph, left Saturday in their automobile for a hunting trip in Eastern Maine.

Mrs. Oliver Moody of Biddeford, for many years a resident on Rogers road, is at a hospital in that city, having recently had a tumor removed. She is improving slowly.

Word is expected to be received here tomorrow on the action of the Bishop concerning the case of Rev. J. R. Laird, who although a preacher in the Methodist conference, has accepted a call to the Second Christian, where he once was pastor for a short time. It is rumored that there are various objections being put up by members of the Christian conference about the advisability of having Mr. Laird returned here, but it is thought that these stories are mostly overdrawn.

Mrs. L. D. Jenkins has returned to his home in Massachusetts after a visit with his aunt, Mrs. Gillepsie, of Government street.

Mrs. Eugene Dodge of Newmarket street is much improved from her recent illness.

Charles Adams of Rogers road has been restricted to his home on Rogers road the past few days by illness. Rev. Winifred Coffin of Kittery Point supplied the pulpit at the Second Christian church on Sunday.

Charles Traffon of the Intervene has resumed work on the navy yard after a long sick leave.

Crowds from this town are planning to attend Rochester Fair this week. Trap Academy will close on Wednesday in order that all pupils who wish may attend.

Emory Currier of the Intervene is restricted to the house by illness.

Orman R. Paul was a visitor in Dover on Sunday.

Mr. and Mrs. Walter Bouchard of New Bedford, Mass., who have been passing the summer at the Intervene, have returned home.

Mr. and Mrs. Charles E. Traffon of the Intervene passed Sunday with relatives in Rochester.

Miss Eleanor Lovell, Librarian of Free Public library, starts today on her annual vacation, which she expects to pass with relatives and friends in Boston and vicinity.

The household goods of Rev. F. C. Norcross, who is to remove to Grover Colorado, are offered for sale. The goods can be seen and selected at his residence up to Friday of this week.

Miss Annie Towle of Boston passed Sunday with Miss Mary C. Brooks of Government street.

Ray Packard of Manson Avenue is confined to his home by illness.

Mr. and Mrs. John Woodward passed Sunday with relatives in Haverhill.

After many who have been in town for the past year and a half, last

GARNER RECAPTURED
AT NORTHWOODGave Sheriffs Battle When Cornered
--- Escaped from Police Station
Friday.

Alexander Garner, of Northwood, who escaped from the local police station on Friday afternoon, after being sentenced in police court, was captured on Sunday forenoon in his old haunts at Northwood. Garner put up a stiff fight and came near pushing Deputy Shaw down a flight of stairs.

Garnier was finally subdued and handcuffed. He was still full of fight, and finally it was necessary to put on leg irons and he was then bundled into the automobile and brought to jail in this city. At Dover Point, Garner even managed as he was, made an effort to jump from the automobile when it was traveling at a good rate of speed. Garner is under a 60 days' sentence and with a suspended sentence for assault hanging over him, and with the charges that will be made for his escape and fighting the officers he is liable to remain in jail for some time.

NO MORE DISTRESS
FROM THE STOMACHNo Dyspepsia, Gas, Heartburn or
Indigestion Five Minutes Later

Every family here ought to keep some Diapepsin in the house, as any one who may have an attack of indigestion or stomach trouble at any time, day or night.

This harmless preparation will digest anything you eat and overcome a distressed, out-of-order stomach five minutes afterwards.

If your meals don't tempt you, or what little you do eat seems to bite you, or lays like a lump of lead in your stomach, or if you have heartburn, that is a sign of indigestion.

Ask your Pharmacist for a 50-cent case of Pepe's Diapepsin and take a little just as soon as you can. There will be no sour risings, no belchings of undigested food mixed with acid, no stomach gas or heartburn, fullness or heavy feeling in the stomach.

Nausea, Debilitating Headaches, Dizziness or intestinal griping. This will all go and, besides, there will be no sour food left over in the stomach to poison your breath with nauseous odors.

Pape's Diapepsin is a certain cure for out-of-order stomachs, because it prevents fermentation and takes hold of your food and digests it just the same as if your stomach wasn't there.

Relief in five minutes from all stomach misery is at your drug store, waiting for you.

There large 50-cent cases of Pape's Diapepsin contain more than sufficient to cure any case of Dyspepsia, Indigestion or any other stomach trouble.

Day for New York, where he will enter Columbia university.

Kittery Point

Mr. and Mrs. Nathaniel C. Nutter announced the engagement of their daughter Lucy to Forrest Blake, the marriage to occur in the near future.

Mr. Raymond A. Paul of Newport,

"I have coughed and coughed until my lungs are sore and weak." Go at once to your doctor. Do not delay another hour. Ask him all about Ayer's Cherry Pectoral. Then take it or not, as he says.

PORTSMOUTH THEATRE
F. W. HARTFORD, MANAGER.

Wednesday Evening, September 27th

JOSEPH M. WEBER
PRESENTS THE PEARL OF DRAMATIC PURITY

THE CLIMAX

By EDWARD LOCKE Music By JOSEPH CARL BREIL

ONE OF THE GREATEST SUCCESSES IN THE HISTORY OF WEBER'S THEATRE, NEW YORK, AND IT HAD MANY.

Don't Miss "THE CLIMAX"
BIGGEST TREAT OF THE YEAR

Prices 35c, 50c, 75c, \$1.00, \$1.50

Seats on sale at Box Office, Sept. 25th.

FIRST RUN Pictures PORTSMOUTH THEATRE
BEST VandervilleMonday and Tuesday, only
Sept. 25-26

RICE & WALTERS

Novelty Sketch

FRANK BARRETT

Comedian

5 REELS NEW PICTURES 5

Matinee 2.30 Evening 7.15
Ten cents admitted to all

LITTLE

LITTLE

The Portsmouth Herald

Established Sept. 23, 1884.

Published every evening Sundays
and holidays excepted, by the Herald
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postoffice as second-class mail matter.

For PORTSMOUTH
and PORTSMOUTH'S
INTERESTS

Portsmouth, N. H.

Area, 15 square miles.

Banks, National 3, capital \$350,000,
surplus profits \$160,000, deposits, \$1,
874,000.

Banks, Savings 3, guaranty funds
and surplus \$617,000, deposits \$6,918,
000. Total assets all banks, \$10,185,
000.

City Debt, Jan. 1, 1911, \$782,810.
Value City Water Works, \$376,000.

Parks 3.
Playground, 1; ten acres;
Population, 11,369.

Taxes assessed, \$207,000.
Tax rate, \$2.60 per \$1000.

Valuation 1910, \$5,205,877.

Churches and Missions, 11.

Hotels, 9.

Schools 11, employing 57 teachers.

Children of School Age, 2,158.

MONDAY, SEPTEMBER 25, 1911.

LOVE OF COUNTRY.
Whatever strengthens our local attachments is favorable both to individual and national character. Our home, our birthplace, our native land—think for awhile what the virtues are which arise out of the feelings connected with these words, and if you have any intellectual sympathy you will then perceive the connection between topography and patriotism. Show me a man who cares no more for one place than another, and I will show you in that same person one who loves nothing but himself.—Robert Southey.

THERE IS PLENTY OF BUSINESS

President Taft hit the right chord when he announced that everything throughout the country was ready for the biggest business in its history and the only thing necessary was for all hands to turn to and get busy. The country was never any more prosperous than it is at the present time. The attempt of some of the timid ones to start a panic should be laughed at. It is up to all business men to go about supplying the demand. There is nothing to be afraid of.

BIRD'S EYE VIEWS

Attorney General Wickersham talks too much.

Portsmouth is going to gain five hundred in population within the next year.

Portsmouth needs two or three modern business blocks. Who will build them?

Secretary Meyer has nipped in the bud all the stories about what he intends to do at Boston.

Trains are not allowed to run through some cities at more than three miles an hour, while autosts go fifty miles.

The days of the baseball stars are about at an end for 1911 and soon the long-haired hero of the football game will be the center of attraction.

The so-called insurgents are going to be called their right names before the campaign is over. "Political crooks" is now the term most used in the west.

The police commissioners of Dover are taking pattern after the Portsmouth commissioners and have made a general shake up of the police force. Only one officer was not

reduced to the rank of constable.

AMONG OUR EXCHANGES

Opening of the Colleges

Most of the leading colleges have

been opened or are about to open their doors to the ambitious young men and women of the country who seek a higher education. The uniform report seems to be an enlarged enrollment.

Fifty years ago the sons of rich fathers formed the bulk of undergraduate bodies, while the daughters stayed at home. Now young men of courage who have most limited means do not hesitate to enter our colleges and the institutions devoted to women are filled to overflowing. The college, in short, is becoming each year a more democratic institution and is attracting our best blood. This is a favoring sign, for the time should come when practically every boy and girl who want a higher education will receive it.—Boston Globe.

RIVER AND HARBOR

The tug Cumberland of Portland tried to dock the five master Fannie Palmer on the north side of Rail road wharf Saturday afternoon after the tide had dropped two feet instead of at high water, as customary. Consequently the Palmer stuck in the mud when about half in her berth, and resisted all efforts to float her. At low tide her bow was 8 feet out of water, while there was some 15 fathoms depth under her stern, and she was heeled over to starboard. Her position was ab extremely hard one, and Capt. Wyile feared that she would fill up. At high tide Sunday morning, however, the Cumberland succeeded in getting her into the dock with probably nothing more than a slight straining. The last Palmer schooner here, the Rebecca, hit on Gangway rock, while being towed up by the Cumberland and \$1000 damage was done. The owners of the Palmer schooners, however, apparently continue to think that they are saving money by sending their sailings here and taking the business away from the local boats.

A large quantity of coal is on the way to this port. Among the vessels chartered or en route are the five master Governor Brooks, Helen A. Martin, Dorothy Palmer, Singleton Palmer, Prescott Palmer and Robert Palmer and the four masters Lyman M. Law, Rachel W. Stevens and John B. Manning.

Capt. Fred Gray of Broosville, Me., came here Saturday and took command of the three master Rodney Parker. Capt. Gray was here several weeks ago as skipper of the three master Sarah and Lucy.

ARRIVED BELOW
Schooner Methebeces, Brown South Amboy for York, with 500 tons of coal to Fremont Varrel.

Schooner Norton, Pettee, Pigeon with granite to Fitzgibbon and Dolan. Schooner Serena S. Kendall, Banger for Newington, Mass., with lumber.

Schooner Margaret, Machias for Boston, with lumber.

Schooner Stella Maud (British St. John, N. B.) for Boston, with lumber.

Schooner Alice Hoibrok, Boston for Stonington, Me.

Schooner Catherine, Lyman for Bangor.

Sloop Mary A. White, Cape Ann, with granite.

Tug M. Mitchell Davis, Portland, towing lumber laden barge for Boston.

Tug Portsmouth, Boston, towing two barges.

Steam yacht Florette, Alphonse H. Alkes of New York.

Steam yacht Sabrina, George D. Loud of Boston.

Schooner yacht Cynet, Frederick F. Carey of New York.

Sloop yacht Doris, George R. Minot of Boston.

SAILED
U. S. Collier Brutus Newport News.

Schooner Rodney Parker, Stonington, Me., to load granite for New York.

Schooner William M. Walker, Wells, Me.

Schooner Mary E. Morse, Boston.

Schooner Harry M. Young, Gloucester.

Tug M. Mitchell Davis, towing schooner Methebeces, for York.

Tug Piscataqua, towing schooner Sullivan Savin, for Cape Porpoise.

Tug Piedmont, towing barge No. 9, for Baltimore.

Tug Watuppa, towing barge Greenwood for Elizabethport, N. J.

WORK ON STREET TO
FERRY TO BE RUSHED

Fitzgibbon and Dolan contractors

have nearly completed the work on

Richards Avenue and within a few

days will begin the job on Market

Street. The work on Market Street

is to be done in a week.

Richardson and Dolan contractors

have agreed to do the work on

Market Street.

It is understood that a change has been made,

and the work at the ferry landing

and North end will be rushed.

To do this the Ellington street job

will be cut short and the only thing

to be done on that street this year will

be Edward Island, as though it has been

done on that street this year will

be Edward Island, as though it has been

done on that street this year will

FIFTY YEARS AGO TODAY

Gleanings From Files of Portsmouth Chronicle

Arrival of the Portsmouth.—The U. S. ship Portsmouth J. Calhoun, Countess, arrived in our lower harbor on Tuesday after a passage of 46 days from St. Paul de Loando, S. W. coast of Africa, which place now that war was being waged between the sections, they thought she left on the 9th of August. She has been absent over 28 months, having sailed from this port on the 23d of May, 1859. She has been actively employed since she left, most of the time under canvas; has captured three prizes and salved per log 50,000 miles.

The U. S. ship Saratoga, Commander Taylor, was going out of the harbor as the Portsmouth came in.

Some three years since, two young men from South Carolina came North, and entered one of our New England colleges. They remained there until an attack on Fort Sumter, when they thought they ought to go home. They were "strongly in

be to straighten the curbing and make ready for the paving next year.

THE DELIGHTFUL MAGDALEN ISLANDS

Amherst Harbor, Magdalen Islands, Sept. 13, 1911.

You will understand that I left the hospitable shores of Prince Edward Island, temporarily, on Monday, Sept. 11, at Souris, where there was waiting the elegant and highly comfortable steamer Lady Sybil, which plies twice a week between Pictou, Nova Scotia, and the Magdalen Islands, carrying a goodly number of passengers and much freight all through the summer and early fall. She is a pretty sight to watch the cattle and sheep feeding upon the green sward that covers them, dotting the hills, bluffs rising hundreds of feet from the water, bearing the suggestive title of "Mad'moiselle" and it is something like mountain climbing to walk from their islands with a broad and ever widening channel. Such is the general appearance of what we saw of the Magdalens. At Amherst, the principal township, there are two bluffs rising hundreds of feet from the water, bearing the suggestive title of "Mad'moiselle" and it is something like mountain climbing to walk from their islands with a broad and ever widening channel. Such is the general appearance of what we saw of the Magdalens. At Amherst, the principal township, there are two bluffs rising hundreds of feet from the water, bearing the suggestive title of "Mad'moiselle" and it is something like mountain climbing to walk from their islands with a broad and ever widening channel. Such is the general appearance of what we saw of the Magdalens. At Amherst, the principal township, there are two bluffs rising hundreds of feet from the water, bearing the suggestive title of "Mad'moiselle" and it is something like mountain climbing to walk from their islands with a broad and ever widening channel. Such is the general appearance of what we saw of the Magdalens. 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ROAD EXPERT'S REPORT

(Continued from Page 1.)

been considered good for road building, and not much of it is first-class for use now, but can be made so by using a suitable bituminous binder. Much of this stone should be used. A good example exists at Hanover. The Dover Point road had ravelled, but was better August 10 than on August 2.

Ocean Boulevard

"The Ocean Boulevard is badly worn and probably will need resurfacing before many years. It may be possible to keep this road in fair condition for a time with the surface oiling and sand treatment that is now being given it, which is the best suited until they are of such consist-

tency as to require heating."

There are four methods of using these heavier bitumens:—1. Surface treatment, used between Concord and Nashua, applied after road is done, consisting of sweeping the surface, applying bitumen, then covering with sand, or stone chips. This is better adapted for automobile traffic, because horses' shoes cut through the layer.

2. Penetration method, the commonest, and used in Laconia and Nashua. Under this bottom coarse stones is filled out and rolled. Then comes the top course stone loose, after which bitumen is poured over it. A thin layer of stone chips follows, which is rolled. Also, on much of this work there has been applied a surface coal, which is again covered with chips, when the road is ready for use.

3. Mixing method, is more thorough and more expensive. The top coarse stone is heated and mixed with bitumen, deposited three or four inches thick and rolled solid. This way is more durable, since each stone is coated with bitumen.

4. Prepared Filler, convenient and thorough, while cost is between those of penetration and mixing. In destruction of macadam roads generally the screenings are first pushed out of place, leaving larger stone loose. This method coats the first fine material with a bituminous binder, placed around the larger stone, binding it. The foundation is built like a plain macadam covered by the top coarse stone loose, in size 3-4 to 2 inches, spread evenly to a depth of .3 or .4 inches, over which is applied a layer of prepared filler to a thickness of 4 to 5 inches, the depth of the loose stone layer.

The filler is made as follows: To 1 volume of stone chips of pea gravel is added 40 per cent by volume of clean sharp sand, and from 10 to 15 per cent (by volume of chips or gravel) of bituminous binder similar to that used in penetration or mixing methods. The chips and pea gravel and binder may be heated or not as is required to secure a uniform mixture.

After spreading, the layer is worked into the top coarse of stone with rakes, or by light steel spike-toothed harrow, teeth 1-2 inch square, close together, and 3-inches in depth. The harrowing should continue only until the top coarse stone begin to appear, and then surface is rolled with 10 ton roller until firm.

The filler may be spread over the surface to cover bare spots and a surface coat 3-4 inches in thickness may be applied.

By this method not so much of stone has to be heated, less bitumen is required, filler can be applied evenly and mixing can be done at one place, and substantial road is built.

Analysis of Bitumen

It is recommended that a gallon of each different kind of road preparation used, which is on the market, be sent as a sample to the office of Public Roads for analysis and record express paid.

Grade Crossings

There are many of these that are unnecessary, and dangerous. The authorities should have them abolished throughout the state as far as practicable. The approaches should command an unobstructed view, or warning signs should be erected at a point before the track is reached.

Dangerous Curves

Many curves are unnecessarily dangerous, because of bushes and weeds growing along the inside of these curves.

Culverts

Concrete culverts are the most reliable, as the lifetime of metal pipe is unknown.

There are numerous wooden culverts leading westerly to Crawford Notch. These are death traps, and

should be replaced with reinforced concrete structures once for all. The towns of Littleton and Hopkinton have had examples of this. In the latter case the culvert was unraveled and not wide enough.

Maintenance

This is the most important part of our highway problem. Traffic requirements have become more severe during the past five years. There is no such thing as a permanent road surface known to the human race. The only features that approach permanency are located in grading and masonry. If the present \$1,000,000 bond issue shall have been expended along these lines entirely, it is all that any one could expect to be done with that amount.

Patrol System

Long ago adopted in European countries. Excellence of their roads is in fact that they are better maintained than ours and not because they are better built.

The New York state patrolman cares for six to ten miles. Living near the middle of his section he covers it two or three times weekly. Equipped with a horse, wagon and tools he keeps ditches and culverts clear, weeds and bushes cut, stones raked off macadam roads, sanded where needed, repairs spots in bituminous surface and attends to ruts and holes. He sweeps water from water-bound surfaces, sweeping fine material toward middle of road to prevent raveling. Towns should co-operate in this.

The Split Log Drag

Farmers' Bulletin No. 321, U. S. Office of Public Roads, which may be had free, describes in detail this drag and its uses, showing cuts. Ossipee has used this to advantage. It is for maintenance only. Every farmer should have one. It is used after a rain when the road is soft and beginning of dry.

The drag is drawn along the side of the road in a slanting position, the end toward the ditch, a little in advance, so that the ruts are leveled and the excess material carried toward the middle, maintaining the crown. The fall ruts may be avoided by dragging.

If the patrol system be adopted, the patrolman should have his districts worked by assistants, otherwise he would begin when the road was too wet and could not finish until it became too dry.

Concord to the Massachusetts State Line

Since traffic over the southern part of the Merrimac Valley Trunk Line is probably the heaviest of the state, it should be built of more durable material. The gravel along this line is not fitted for the best construction. Because it will need constant repairs, the best treatment that can be given it is to resurface it with bituminous macadam, which, 3 to 4 inches thick would cost over \$200,000. This road connects the three largest cities of the state, whose valuation is 27 per cent of total assessed valuation of New Hampshire, over one fifth of automobiles and fees come from these three cities. If these three cities would take the initiative in construction of this sort, which is recommended, they would profit by it in the end. The distance from Concord to the state line is less than 1-10 the length of the trunk line system for which they contribute one fourth.

Brerton Woods to Profile

This road is not well located and toward the Twin Mountain House there are sharp curves. From the Profile the distance could be shortened by relocation.

Nashua to Milford

There are two routes. Would recommend one; to run from Nashua to South Merrimac, keeping to the right at the fork through the village of South Merrimac of Ponemah Station where a short relocation may be desirable, thence to Milford. Several crossings at grade will be eliminated.

The boards of trade have assured favorable consideration. It is possible that this road may some day form part of a cross country line from Portsmouth to Keene.

Laconia

The work being done here is a part of the Merrimac Valley Trunk Line, and is first class in every way. It is well graded and trap rock resulting \$1.19 a ton is being laid to a finished thickness of 6 to 7 inches. About two gallons of Tarvia X are being used per square yard by the penetration method.

Cost of Maintenance

There should be an appropriation for the maintenance of all highways built since 1905, which state funds have been expended, and the state engineer should make an estimate which the governor and council may submit to each legislature. All kinds of roads require maintenance. About

About Rugs

500 miles of road have been built since 1905, when state law was passed, under the patrol system. \$75 per mile would be required. For the Merrimac Valley Trunk Line about \$800 per mile will be needed. Present cost of maintenance of an old treatment covered with sand is about two cents per square yard. This sand should be screened.

A fund of \$35,000 per annum should be used for maintenance, two-thirds should be raised by the state and one third, up to \$50 or \$75 per mile, by the towns. In such towns as the amount exceeds \$150 per mile, the town to pay \$50 and the state the balance.

State Engineer's Department

A state highway commission is expensive, political and can do nothing but a state engineer cannot do as well. "The present governor and council form one of the best highway commissions I have ever met in any state, and are fulfilling the requirements of a commission as well as any highway commission is doing." The important work is being done by the state engineer, whose office should cover a term of years. If any change in administration is made, his power should be increased.

Summary of Recommendations

1. Establishment of patrols.

2. Use of split log drag.

3. Cost of maintenance to be borne 2-3 by state, 1-3 by towns.

4. Preparation of a map showing all highways in state, designating principal ones as eligible for state aid, and looking toward system of cross state roads to connect trunk lines, and develop farming resources, map to be submitted to legislature.

5. Reinforced concrete culverts.

6. Native stone macadam roads where available.

7. Use of trap rock for top course only where native stone is suitable for foundation and not for top.

8. Use of bituminous binder during construction of stone roads, or as surface treatment.

9. Investigation of granite crossings.

10. Employment of enough engineers and inspectors so that an engineer and one or more inspectors can be stationed on all state work.

11. Continuance of state aid to towns and the creation of an entirely separate fund for maintenance purposes.

12. State to be given authority to complete trunk lines in towns which have not appropriated their share, cost to be collected by the state.

Road Convention

Annual convention suggested every fall in Concord. To which all road, state, county officials and selectmen shall be invited over which the governor shall preside. State engineer to outline the situation. Proceedings can be published throughout the state.

Conclusion

New Hampshire has 15,16 miles of public highways, or 1.67 miles per sq. mi. of area. Average ratio for U. S. is 75 mi. per sq. mile.

The real problem is how to finance the enterprise.

Many of the roads receive most of the travel from the middle of May to the middle of October. A traffic census recently taken showed nearly fifty per cent consisted of cars from out of the state. Under the present law, many towns are required to maintain these trunk lines, except for a percentage of automobile fees allowed by the last legislature, while they receive no direct benefit.

The parties who benefit are the state, county, town, summer hotel, automobilists. In New York the state taking charge of the work pays 50 per cent, county 35 per cent, town 15 per cent.

A system of cross state roads should in time be established.

State should maintain all trunk lines in the first instance and then have authority to collect one-third of such cost of repairs from the towns, except where they exceed \$150 per mile. It should be remembered that these trunk lines were public highways before the state assumed charge of them, before which the expense of their maintenance fell entirely upon the town.

The counties benefit because of the increased value of real estate, and the towns because their citizens have the advantages of improved highways. The farmers are able to get to the stores and to market with their produce and travel to churches and schools in easier boarding houses. They should pay liberal taxes.

Automobiles are increasing yearly.

Local automobiles pay their fees which go into the highway fund.

In view of the fact that about one half the automobile owners in New Hampshire are foreign born and that the foreigner, such as a large ratio to the total value of traffic, it may be that the tax day

the governor and council may submit period of examination from registered to each legislature.

All kinds of roads require maintenance.

About

Margeson Brothers

TELEPHONE 570.

Agents for the Hoosier Kitchen Cabinets and Globes. Wernicke "Elastic" Bookcases.

SIEGEL'S STORE, 31 MARKET ST.

The Store of Quality for the People.

Many women are selecting their New Fall Suits, Coats and Dresses at Siegel's Store this season who have not done so for years.

The Best New Fall and Winter Suits, The Best New Fall and Winter Coats. The Best New Fall and Winter Dresses at Siegel's Store.

We invite you to visit and examine and compare. The courtesy and attention you will receive are alone worth a visit to our Store.

The splendid fitting qualities of our Garments are the despair of the High Priced Dressmakers and Ladies' Tailors, as they are leading hundreds of women to prefer our Suits, Coats and Dresses to the Made-to-Measure Garments.

Costing Double Our Prices.

High-Class Tailored Suits at \$25.00

We are showing the Largest and Best Assortment of Tailored Suits in New England. The worth of these Garments must be seen to be appreciated.

Naturally everyone thinks their own the best, but we have already proved the superiority of our styles to hundreds of Portsmouth women. By actual comparison with other Suits these excel in the following noteworthy features: Hand Tailored Coats (not ordinary Machine Made Garments), Linings of Skinner Satin and Fine Peau de Glycine, Fine Lustrous Rice Broadcloth, Hand Finished Marish Mixtures and Stripes, Fine Plain Tailored Serges, in fact as complete an assortment as one could desire. Remember these are extraordinary values that will stagger competition and the reason why is: Most of these Garments are made in Tailoring Shops of which we control the output for our Six Stores. A wide range of colors, Navy and Black. All sizes, 34 to 46. Every Suit made to fit perfectly. To be obtained only at Siegel's Store at.....

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SIEGEL'S STORE, 31 MARKET ST.

The Only Exclusive Ready-to-Wear Apparel Store for Ladies, Misses and Children in the City.

NIGHTSCHOOL

Begins Monday Evening, Oct. 9th.

COURSES—Bookkeeping, Shorthand, Typewriting, English, Penmanship, Civil Service Preparatory, Speed Classes for Stenographers.

RAPID PROGRESSION ASSURED under our method of Individual Instruction.

THE FIVE EMPLOYMENT OFFICES afford the graduates the best opportunity for securing positions.

NEW DAY STUDENTS received Mondays,

Office Hours: 8:30 to 4. Evenings: 7:30 to 8:30.

PORTSMOUTH BRANCH

Plymouth Business School

E. C. PERRY, PRINCIPAL

WHITE LIGHT pleases workmen
EFFICIENT LIGHTING with low
Maintenance Cost pleases owners
Equip your store and home with
TUNGSTEN ELECTRIC
LAMPS

ROCKINGHAM COUNTY LIGHT & POWER CO.

FATE OF NAVY YARDS RESTS WITH BOARD

Army and Navy Experts at Work...
Sec. Meyer Denies Ever Suggesting
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The Magic of Gold Dust

Gold Dust is primarily a vegetable-oil soap in powder form, added to which are certain other cleansing and purifying ingredients that make it work more quickly and thoroughly than soap ever can. Gold Dust lathers instantly in hot or cold water—hard or soft. It is simply amazing to see how Gold Dust dissolves grease and dirt,—at the same time driving away the germs; it makes things safe and sanitary as well as clean. For cleaning anything and everything around the house, nothing is so quick and effective as Gold Dust. It works like magic.

Advance Display

Ladies' New Fall Suits

AT Very Lowest Prices

Striped Serges in blue and black, \$10.00.

Worsted in plain colors, \$15.00 to \$18.00.

Fancy browns, blues and mixtures, \$18.00 to \$25.00.

American Cloak Co.

17 DANIEL STREET

CHICHESTER'S PILLS

THE DIAMOND BREAKERS

REMEDIES FOR ALL DISEASES

MADE BY DRUGGISTS

WITH THE POLICE

GOING ON

Saturday night the police raised

the houses of Benjamin Blaikie, Charles Asay and Charles Morse, but found no evidence of liquor.

Sunday night there were three drunks and one for assault on the police blotter. The assault case was John Peete, a Polander, who was arrested for beating up his wife.

Saturday night there was but one arrest made, and that a simple drunk. The police made a good clear up of the larceny case that was reported to them early Sunday morning, when they landed their man at Lynn a few hours later.

Owl barber shop, union shop, 3 chairs, no waiting. W. H. Stringer, 17 Ladd street, Razors honed a specter everybody had gone to bed he got up and took the sum of \$26 from Charles Gardner on Bow street.

ROBBED HIS HOST WHILE HE SLEPT

Samuel Miles, colored, was arrested from the front end of the early morning Pullman Sunday, at Lynn, and is being held by the Lynn police for the officers of this city. Miles is wanted here for the alleged larceny of \$26.00 from Charles Gardner on Bow street.

Miles has been rooming at the home of Gardner on Bow street and it is alleged that Saturday night after everybody had gone to bed he got up and took the sum of \$26 in gold from his pocket.

Todays Deputy Marshal Hurley, will go up after him, although Miles has informed the Lynn police that he will not return without extradition papers.

New Medical Compound for Skin Diseases

A chemist, who was convinced that the old method of taking internal medicines for skin troubles was wrong, found that an extract from the tree Juniperus Ocedrus has a soothing and healing effect when the skin is irritated, inflamed or diseased. This important vegetable extract, by a method of special treatment, with other healing ingredients, form the products known as Cadum. Since its introduction Cadum has produced remarkable results in many cases of eczema and other unsightly and distressing skin disease after other remedies had failed. Cadum relieves the terrible itching emanating at once and begins healing with the first application. It is good for pimples, blisters, hives, tetter, itch, scaly skin, ringworm, rash, sores, chafings, eruptions, itching, piles, etc.

Many of the results obtained by the use of Cadum may be truly called wonderful. 10c and 25c, at all drug-gists.

If you want local news, The Herald has it all.

SPORTING AND OUTDOOR Moccasins

Call and see the line of Moccasins I show this fall, can supply anything in that line.

I also carry supplies for all kinds of Shoe Repairing.

Charles W. Greene,
Fine Shoe Repairing
8 Congress St.

POLARINE OIL FOR Automobiles and Motor Boats

It will not affect the Spark Plu

FRUIT PICKERS AND BASKETS PAROWAX

To keep your Preserves from Moulding AT

W. S. Jackson Vaughan's Old Stand, 111 Market St

First National Bank

of Portsmouth
New Hampshire

U. S. DEPOSITORY

J. K. BATES President
C. A. HAZLETT Cashier

Sale Deposit Boxes For Rent

H. W. NICKERSON,

Undertaker and
Licensed Embalmer,

Office - 5 Daniel Street,
PORTSMOUTH, N. H.

Residence 45 Islington St.

Telephone at Office and
Residence.

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Modern Steel Screw Steamships

Georgia and Tennessee

Daily and Sunday between Providence and

Pier 16, East River, N. Y.

New Management Improved Service

CITY TICKET OFFICE

214 Washington Street, Boston.

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10 CENT CIGAR

Factory Output, Upwards

of 100,000 daily

Largest Selling Brand
of 10 cent Cigars
in the World

Factory, Manchester, N. H.

PACIFIC COAST

VIA Canadian Pacific Ry.

LOW COLONIST FARES

Sept. 14th to Oct. 14th.

Special Rodent Trip Rates Until Sept. 29th.

Modern Tourist Cars from Boston Weekly

From Montreal daily.

Write us giving destination and we will

supply full details of fares and routes.

F. R. PERRY
Dist. Pass. Agt. Can. Pac. Ry.

342 Washington St. Boston

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We have a full line of Wines,

foreign and domestic. Our

specials are.—Victoria Cha-

ni, Madera, Rhine Wine,

Angelica, Muscatel Port and

Sherry. Ale and Lager in

cases for family use. Goods

delivered to all parts of the

city and surrounding towns.

SEPTMBER FINEST MONTH

IN THE

WHITE MTS.

MAPLEWOOD HOTEL

AND COTTAGES

Railway Station & Telegraph Office, Maplewood.

IN II.

AUTOMOBILE best radiating centre to

all points in the WHITE MOUNTAINS

On direct line to MOUNT WASHING-

TON and BRITTON WOODS, eleven

miles distant GOOD ROADS, GARAGE

CLIMBING, ELECTRICITY, GAS,

PIRATES GOLF Links

MAPLEWOOD HOTEL, high class

house for 400 guests. Open to October.

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Leonard C. Clapp, Mrs.

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110 Market Street.

A. J. LANCE, M.D.

DISEASES OF THE EYE, EAR,

NOSE AND THROAT.

Congress St. Portsmouth, N. H.

Hours—8:30 to 12; 4 to 6

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try should be revoked and an appropriate fee charged.

The engineer is well aware that whoever advocates an increase of taxation is not well received. Our net valuation over all debts is \$245,325,046. If the legislature should make an annual appropriation of \$250,000,000 a year for the next ten years for highway purposes, in addition to the present appropriation, the tax rate would be increased a little less than \$1.02 per year on one thousand dollars. Nearly every real estate owner in the state would be willing to pay this to have the improvement of roads continue. It is not a question of whether or not New Hampshire can afford to improve her highways, but a question of whether or not she will; she cannot afford not to continue the improvement.

In this instance a through system of highways from state to state, and a trunk line system are well adapted to the wonderful resources of New Hampshire.

The system of highways needed most in this country is that which is composed of shortest roads which radiate and branch out from the villages and cities back to the farms.

Let the state make an appropriation of \$250,000 a year for the next ten years, and the increased valuation and prosperity of the state will more than repay the investment.

"In closing I desire to express to Governor Bass, the members of his council, the secretary of state, the state engineer, the state auditor, the public press in the state, and to all the citizens whom it has been my privilege to meet, some of whom have

it has been my privilege to meet, some of whom have been acquaintances and friends for a number of years, my appreciation of the courtesy and kindness shown me and to assure you that my official visit has been a labor of love for the state of New Hampshire."

If everyone, everywhere, knew how good they are, everyone, everywhere, would eat them—every day.

Sold by grocers in every city and town—Bought by people of all classes.

Never sold in bulk—always 5 cents in the moisture-proof package which keeps them oven-fresh.

GIVEN A MASONIC AND MILITARY FUNERAL.

FOOT-BALL SEASON OPENS

The first football game of the season was played at the play grounds on Saturday afternoon, when a picked team known as the Portsmouth A. A. played a tie game with the team from the U. S. S. Tonnessee.

The game was fast but in places rough.

Leary of Portsmouth was taken from the field in an unconscious condition having been knocked down. He was not seriously injured.

Tony Pilgrim scored the touchdown for the locals, after a run of 45 yards and the sailors scored on a similar run of Currier.

The line up and score:

Portsmouth A. A. U. S. S. Tennessee Leary, le re, Snyder

Dondero, le re, Currier

Kirvan, le rt, Gar

Trueman, it rt, Quadras

Hart, lg rg, Barrett

Belmont, e c, Capp

Staples, rg lg, Helwig

Minnehan, ri lt, Colbath

Weaver, re le, Beale

Pilgrim, qb qb, Gritten

Connors, lib rhb, McDonald

Gamester, rhb rhb, Brown

Driscoll, lb rb, Dempsey

Score—Portsmouth A. A., 5; Tennessee, 5. Touchdowns—Pilgrim, Currier. Umpire—Smith. Referee—Hoover. Field judge—Able. Head linesman—Stanford. Linesmen—O'Leary and Graves. Time—four 10 periods.

THEATRICAL TOPICS

The Musical Review of 1911.

The appearance of the Winter Garden company at the Shubert Theatre Boston, for a limited engagement beginning Monday evening, Sept. 25, promises to be the real event of the theatrical season. This famous band of players comes here direct from the Winter Garden New York, in what is said to be the most startlingly brilliant theatrical offering of the New York season. It is entitled "The Musical Review of 1911" and is a colossal combination of musical comedy, ballet, spectacle, variety, burlesque, extravaganza, fun and beauty. The company numbers 150 people and at its head are a quota of the biggest stars in the country. Among these are such well known players as Stella Mayhew, Al Jolson, Mlle. Dazle, Harry Fisher, Mildred Elaine, Barney Bernard, Billie Taylor, Hess Sisters, Melissa Ten Eyck, Yvette, Tempest and Sunshine, Arthur Cunningham, Sig. Bonflio, Miherry Ryder, Beatrice Obrey, and Lew Quinn. Then there is Ada Cavendish and Augustin Daly, a one balancing portrait in my memory proportionate to Nelson in greatness is Dion Boucicault.

George Behan has made a wonderful success in his own play, "The Sign of the Rose," which was first produced at Klaw & Erlanger's Atlanta Theatre, Atlanta Ga. This house is the most modern and finest theatre in the South standing as complete as the house after which it was modelled, the New Amsterdam, in New York city. In the building has been embodied all the features known to modern stage architects looking to the protection of theatre goers.

The critics of Atlanta compared Mr. Behan's work with that of the late Richard Mansfield, J. E. Dodson and David Warfield. Mr. Behan plays the role of Pietro Massena, an Italian laborer. He enters the home of a wealthy family on Christmas Eve on an errand. A ne'er-do-well uncle abducts the only child of the family and the Italian is suspected.

The second act shows Massena at supper with his little daughter, planning their humble Christmas. The youngster goes out to buy a gift for her father and is killed by an automobile driven by the father of the stolen child. The third act is laid in a florist shop, where Massena comes to purchase a rose to place in his dead baby's hand. He is accused of the abduction. In this scene he displays a wonderful study and characterization of the Sicilian laborer in mental distress. Cleared of the charge he returns to his broken home, where he meets the abductor who has restored the child to her parents. The play closes with Massena and the reformed culprit starting on their way to the vineyards of Massena's native land. The cast includes Marie Pavey, George Probert, Franklin Ritchie, Estha Banks and Edna May Howell.

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The second act shows Massena at supper with his little daughter, planning their humble Christmas. The youngster goes out to buy a gift for her father and is killed by an automobile driven by the father of the stolen child. The third act is laid in a florist shop, where Massena comes to purchase a rose to place in his dead baby's hand. He is accused of the abduction. In this scene he displays a wonderful study and characterization of the Sicilian laborer in mental distress. Cleared of the charge he returns to his broken home, where he meets the abductor who has restored the child to her parents. The play closes with Massena and the reformed culprit starting on their way to the vineyards of Massena's native land. The cast includes Marie Pavey, George Probert, Franklin Ritchie, Estha Banks and Edna May Howell.

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INVESTIGATION

For The Closing Week IN September

SPECIAL OFFERING of all goods contained in our Annex when purchased by us recently. Stock consists of
FINE STATIONERY,
FANCY GOODS, BOOKS
and **EMBROIDERED PIECES**

These will be sold regardless of cost.

BLANKETS

The Beacon Blanket, White, Indian Colors, and Bath Robe Blankets.

HOSEY AND UNDERWEAR

New Opening of
PERCALES, CINGHAMS, and FLANNELETTES

THE D. F. BORTHWICK STORE

LOCAL DASHES

Special rates to Rochester fair by taxi. Phone 144.

Saws recut, gummed and filed at Horne's.

Largest storage for boats in N. E. Make arrangements now. Union Wharf Motor Boat Garage. S182w.

Have your cleaning done by Hobart power machine, whether your house is wired or not. Rugs, Carpets, Draperies and Furniture, F. A. Hobart, 115 Market street.

The Hawthorne property on Sagamore road owned by Charles P. Wendell has been sold through Butler and Mather of the estate of Arthur W. Walker. The property consists of twenty acres.

SOLDIERS WIN ANOTHER

The 156th company coast artillery corps baseball nine of fort Constitution defeated the Portsmouth Independents 6 to 1, this afternoon on the fort Stark reservation at New Castle. The soldiers Canack pitched good ball. Kabelka and Hoffman also starred for the winners while Fisher, Estabrook and Brown excelled for the losers.

In the fifth, while chasing a fly ball Brown ran into a telegraphic pole and was knocked unconscious. He sustained injuries to his right shoulder, neck and face, and was forced to retire in favor of Mitchell.

By this victory the soldiers have a record of 28 out of 36 games played.

PERSONALS

Conductor and Mrs. John E. Small of Lynn, passed Sunday at Eliot.

George F. Shannon has entered Phillips Exeter Academy for the full term of studies.

Stanley Trafton of Hartford, Conn., is passing a vacation of a week with his parents, Mr. and Mrs. C. E. Trafton.

Mr. Howard Gray will close his summer residence at New Castle about October 15, and will leave for Boston.

Mr. and Mrs. Ernest Hobbs of Concord passed the weekend with his grandmother, Mrs. M. F. Wentworth, in Kittery.

The W. T. C. U. will meet with Mrs. Chris. Smart, Mt. Vernon street, Wednesday afternoon at three o'clock. Election of officers for state convention.

Assistant Secretary of the Treasury R. O. Bailey of Washington, D. C., passed Sunday with friends in this city and left today for Bangor to select the site for the new Post office building there.

Arthur Harris of New York accompanied by Mr. and Mrs. Harrison of Edinburgh, Scotland and Mrs. Johnson of New York, has just completed a tour of the White Mountains by automobile. He made an inspection of the new building of the Portsmouth of the Brewing company of which he is president.

AT THE STAPLES STORE

SWEATERS

For the Cool Mornings and Evenings in All Sizes and Prices.

Infants' Sweater Jackets, high neck, turnover collar, trimmed pink or blue or plain white.....	50c
Plaid Grey Children's Sweaters with high turnover collar, sizes 24 and 26.....	\$1.00
Misses' Red Sweaters, all wool, high turnover collar.....	\$1.50
Misses' Heavy Sweaters in red, green, white, garnet and grey, all sizes.....	\$2.00
Ladies' Heavy Knitted Sweaters in cardinal, grey, white and green.....	\$2.50
Ladies' Heavy Sweaters in grey and white only, all sizes.....	\$3.00
Ladies' Heavy All Wool Sweaters, white only.....	\$5.00
Ladies' Fine Quality All Wool Sweaters with high turnover collar.....	\$6.00

LEWIS E. STAPLES

7 MARKET ST.

Elegance and Refinement in clothes, is possible only in made to measure tailoring. Business life requires it. Social life demands it. Men on the lookout for clothes who are a little bit more exclusive than what the Custom Tailor produce may do so by ordering a suit made by our Tailor or F. B. Q. Line. A Guarantee goes with every suit thereby relieving you from responsibility. Measure taken here with polite experienced advice if so desired.

BERRY'S

HATTERS AND HABERDASHERY

41 Congress St. Agt. of Amherst Steam Laundry.

ITEMS OF INTEREST TO NAVY YARD EMPLOYEES

Sculpin Eats His Anchor Line of the ship's company. The Masonic One of the yard workmen from burial services were performed. By New Castle is today trying to explain the officers of St. John's Lodge, A. the loss of his anchor to his crew F. and A. M. Burial was in the yard who'd make the trip with him cemetery, a farewell volley being out the iron instrument on Sunday hefound the line parted and the anchor now rests at the bottom of the Atlantic. Capt. Bill claims a big sea Ryden is in charge of the hull division in the bottom of his boat sion during the absence of Naval chewed the rope in two and if the Constructor W. P. Roberts.

it's up to them to donate.

Assistant in Charge Pay Clerk Andrew McMullen of Assistant Naval Constructor R. W. Atlantic. Capt. Bill claims a big sea Ryden is in charge of the hull division in the bottom of his boat sion during the absence of Naval chewed the rope in two and if the Constructor W. P. Roberts.

Back on the Celtic

New Skipper for Paducah Commander W. W. Gilmer has been duty on the supply ship Celtic. detached from command of the U. S. S. Paducah and will be succeeded by Comdr. C. T. Vogelgesang of the Naval War College, Newport.

Given Naval Funeral Assistant Paymaster H. C. Gwynne has been detached from the U. S. S. Vermont and ordered to the Paducah.

A New Boat Builder for Boston

An examination for master boatbuilder for Boston yard will be held at Boston on Oct. 11, or soon thereafter. The position pays \$5.04 per diem.

CHARLES GARDINER CAPTURED

Deputy Marshal Hurley went to Lynn today, returning with Samuel Miles colored, whom Charles Gardner, another colored resident, says took \$25.00 in gold from the pockets of his clothing on Saturday night while he slept. Miles was arrested by the Lynn police on the morning of Sunday and declared that he was innocent and declared he would not return without extradition papers. Today in the Lynn police court he was given a hearing charged with being a fugitive from justice. After the hearing he decided to waive his right and return without making any further trouble for the officers.

The gold as described by Gardner was found on him by the police and Miles says it is his own money and he has the same right to have gold as Gardner. The case comes up in the afternoon session of police court today.

THE EDISONIAN Congress St.

Motion Pictures, Vaudeville, Illustrated Songs and Dancing. Don't forget we give more for the money than any other house in New England.

Edisonian Orchestra, Prof. W. W. Swansbourne, leader.

Program for Today

Prof. Stessard and his group of acrobatic bears and dogs.

Biggest and best act ever in city. Direct from a continuous run of 43 weeks in New York city.

SEE THE BEARS RIDE A BICYCLE, ETC.

Miss Margaret Frazier the real classic operatic singer, entirely different from the ordinary picture house singer, will render selected songs.

Extra strong picture show, including "Mitt and Jeff" the funniest of films and "Duty in the Lighthouse."

One of the strongest and most beautiful marine pictures ever produced.

We have secured Mr. Frank Culbert 4 years operator at the Scenic Temple Boston, to operate our Edison Machine and are assured of a bright non-flickerless picture.

The Edison machine is used by the U. S. government on ship board and at forts.

Everyone knows that Uncle Sam always insists on the best regardless of price.

NOTICE

The City of Portsmouth, N. H., invites bids for the construction of a concrete core dam to be erected at Peavry Brook, Newington, N. H. Plans and specifications may be obtained at the office of the Board of Works, at Portsmouth, N. H.

Bids will be opened on Thursday October 5, 1911, at eight o'clock, p. m. Right reserved to reject any or all bids.

BOARD OF PUBLIC WORKS.

STOCK MARKET WEEK

Boston, Sept. 25.—The market was weak to-day. Steel selling at \$2 and other stocks were off.

Swordfish, halibut, bass, salmon, haddock, all rock fish prices came, at \$2. 8. Down, 27 Market street.

PRESIDENT TAFT ENDORSED

Internal Revenue Association of Clerks Pass Resolutions

Deputy Collector George A. Wood of the internal revenue department returned yesterday from Detroit and the second annual meeting of the Internal Revenue association, which Mr. Wood conceived and organized, accompanied him on the return trip.

Mr. Wood said that the foremost feature of the convention, a feature of national significance which was permitted to escape attention was the declaration by President William H. Taft of a desire to see every government employee below the cabinet placed in the classified civil service.

This declaration disputes the claim of administration enemies that Mr. Taft is employing the non-classified offices for political patronage.

The placing of the internal revenue officers in the civil service would cut out politics and save time and money according to the President.

The following extracts from a stenographic report of Mr. Taft's speech at the convention are shown by Mr. Wood: "I do not know how it strikes you, but I have made up my mind that it would be a good thing for the country if the internal revenue department could be included in the classified civil service. If I had my way I would take away the necessity of the confirmation of appointments by the senate. It would put the whole service on a non-political basis. It would be a source of economy. The President would be saved much time. Many congressmen would retain their seats and there would be general elevation of public service.

Mr. Wood says that the convention passed a resolution deplored the making public of the record of all people who pay a special excise tax principally oleomargarine and malt and spirituous liquor dealers. He says the courts of the state of Maine which is included in the Portsmouth district, hold that the paying of a liquor tax is prima facie evidence of keeping and selling and that the government loses \$20,000 annually from the people of Maine who are afraid to come forward with the tax.

This record is the only public record of the department.

George L. Crusey of Cincinnati re-elected president, and Mr. Wood was returned to the office of vice president.

Packard cars to rent. Phone Kearsarge House, 237.

Portsmouth has the latest in Shoes

The Ground Gripper

WALKING SHOES

CORRECT MUSCULAR ACTION SHOE. It strengthens weak feet, allows nature to relocate distorted feet. Our Pivot rubber heels give the body balance.

Examine our patented shoe. How can the muscles become strong when they are bound with iron? Plates are NOT necessary in Ground Grippers.

If the Knights of Columbus new pitcher, Thayer, has not the goods?

PORTSMOUTH THEATRE

Picture—Sights of Berlin... Eclipse

Picture—A King for an Hour... Elsie

Song—A Heart Behind a Kiss, Miss Wood.

Picture—The Nero Officer... Lubin

ACT—Frank Barrett comedian.

Picture—A Heart Breaker by Trade...

Gaumont

Picture—The Culture of Bouillon

Flowers... Gaumont

ACT—Rice and Waller in a novelty

sketch, A Day on the Farm.

Picture—The Revenue Man and the Girl... Biograph

Song—(Spotlight) Silver Threads

Among the Gold, Miss Wood.

Picture—(Part 1) The Two Orphans... Spig

Michael Lynch of Bow street left

today for two weeks' visit to New Haven and Boston.

Estimates given free of charge.

Tel. 596.

MAGEE EVERETT FURNACE

will heat your

house Economically

cally

Estimates given free of charge.

Tel. 596.

It Is a Fact

THAT OUR OWN NAME ON A COAL IS AS NEW JERSEY AS

CAN BE IN STATE OR COAL IN IT.

THE CONSOLIDATION COAL CO.

Phone 23, 33 or 39. Chas. W. Gray, Secy.

Piano Truth

In buying a piano it is better to be sure of quality rather than the price.

Price is something that takes care of itself, naturally.

If you get a Quality Piano, you cannot make a mistake at any rate.

Packard Pianos

are Quality Pianos every time. They are manufactured regardless of what the selling price will be. Therefore the intrinsic value of the Packard is superior to most pianos.

Special attention is directed to the new

Style B. B.

in fancy figured mahogany, now on exhibition in our Piano Parlor.

H. P. MONTGOMERY

Opposite Postoffice.

EXTRA TROUSER SUIT

The average boy wears out at least two pairs of Trousers to one Coat and the Two Trouser Suit idea is a splendid proposition.

If you have this sort of a boy you'll certainly be glad to buy this sort of a Suit.

Suits in Double Breasted